

Maryland Historical Trust

Maryland Inventory of Historic Properties number:

Name:

Name: #10071 / MD 17 over Middle Creek

The bridge referenced herein was inventoried by the Maryland State Highway Administration as part of the Historic Bridge Inventory, and SHA provided the Trust with eligibility determinations in February 2001. The Trust accepted the Historic Bridge Inventory on April 3, 2001. The bridge received the following determination of eligibility.

MARYLAND HISTORICAL TRUST

Eligibility Recommended X

Eligibility Not Recommended _____

Criteria: A B C D Considerations: A B C D E F G None

Comments:

Reviewer, OPS: Anne E. Bruder

Date: 3 April 2001

Reviewer, NR Program: Peter E. Kurtze

Date: 3 April 2001

MARYLAND INVENTORY OF HISTORIC PROPERTIES
HISTORIC BRIDGE INVENTORY
MARYLAND STATE HIGHWAY ADMINISTRATION
MARYLAND HISTORICAL TRUST

MHT NO. F-4-104

NAME AND SHA NO.: 10071

LOCATION

Road Name and Number: MD 17 over Middle Creek

City/Town: Myersville vicinity

County: Frederick

Ownership: ☒ State ☐ County ☐ Municipal ☐ Other

Bridge projects over: ☐ Road ☐ Railway ☒ Water ☐ Land

Is bridge located within designated district?: ☐ yes ☒ no

☐ NR listed district ☐ NR determined eligible district

☐ locally designated ☐ other

Name of District

BRIDGE TYPE

☐ Timber Bridge

☐ Beam Bridge ☐ Truss-Covered ☐ Trestle ☐ Timber-and-Concrete

☐ Stone Arch Bridge

☐ Metal Truss Bridge

☐ Moveable Bridge

☐ Swing ☐ Bascule Single Leaf ☐ Bascule Multiple Leaf

☐ Vertical Lift ☐ Retractable ☐ Pontoon

☐ Metal Girder

☐ Rolled Girder ☐ Rolled Girder Concrete Encased

☐ Plate Girder ☐ Plate Girder Concrete Encased

☐ Metal Suspension

☐ Metal Arch

☐ Metal Cantilever

☒ Concrete

☐ Concrete Arch ☐ Concrete Slab ☒ Concrete Beam ☐ Rigid Frame

☐ Other ☐ Type Name

DESCRIPTION

Describe the Setting:

Bridge #10071 carries MD 17 over Middle Creek, near the border of Maryland's Appalachian and Piedmont physiographic regions. Route 17 runs in a north-south direction. The portion of Middle Creek beneath the bridge runs east and west. The bridge is located approximately 1 mile northeast of the town of Myersville.

**Describe the Superstructure and Substructure:
(Discuss points identified in Context Addendum, Section C)**

Bridge #10071 carries two lanes of traffic over Middle Creek. The structure is a double-span concrete beam bridge, with one span measuring 34'-0" and the other span measuring 38'-0". The clear roadway width is 24'-0". The bridge is constructed with concrete girders and deck, a plain concrete pier, plain concrete wingwalls and abutments, and closed paneled concrete parapets. The bridge number is stenciled on one of the parapet walls. Both approaches to the bridge are flanked with modern metal guardrails which are attached to the ends of the parapet walls.

Inspection reports note overall deterioration of the bridge's concrete elements.

A survey of historic concrete beam bridges undertaken by the Maryland State Highway Administration in the Fall of 1995 identified 113 bridges of that type located throughout the state. Nearly one-quarter (26) of that total were double-span bridges; 37 bridges (33%) were multiple span.

Discuss major alterations:

According to available documentary evidence, the bridge has not undergone any major alterations since its construction.

HISTORY

When Built: 1927

Why Built: Statewide road improvement programs and local transportation needs

Who Built: State Roads Commission, contract #F 73

Who Designed: Unknown; design based on 1924 SRC standards

Why Altered: Guardrails were added to increase safety.

Was this bridge built as part of an organized bridge building campaign?: No

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SURVEYOR ANALYSIS

This bridge may have NR significance for association with:

☒ A (Events) ☐ B (Person) ☐ C (Engineering/Architectural Character)

Was this bridge constructed in response to significant events in Maryland or local history?

Road improvements in Frederick County were fueled by several events occurring during the early twentieth century. First, the Good Roads Movement, which began in the last decade of the nineteenth century, aimed to improve primary roads throughout the state as well as multiple connecting roads between counties. As the movement progressed, numerous existing roads were widened, straightened, or graded, and many new bridges were built to carry the rebuilt roads. Second, rapidly increasing automobile, truck, and bus traffic also fueled the replacement of existing narrow and weak bridges with wider and stronger concrete structures, many of which were built according to standardized specifications and plans developed by the State Roads Commission (SRC). Third, the State Roads Commission established district engineering offices during the 1910s to aid in intrastate road development, and established a separate bridge department in 1920. This fostered construction of many concrete bridges throughout the state. In the 1920s, the SRC emphasized improving the safety and comfort of primary routes while developing secondary networks and feeder roads. By the 1930s, bridges that were originally deemed adequate had become unacceptable for carrying modern traffic loads and many new structures were built as a result.

When the bridge was built, and/or given a major alteration, did it have a significant impact on the growth and development of the area?

Bridge #10071 participated in the general trend toward upgrading state roads and bridges and improving intrastate access.

Is the bridge located in an area which may be eligible for historic designation, and would the bridge add or detract from the historic and visual character of the possible district?

No, the bridge is not located in an area that is eligible for historic designation.

Is the bridge a significant example of its type?

No, this bridge is not a significant example of its type. It was one of many bridges built according to standard plans for concrete beam bridges.

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Does the bridge retain integrity of the important elements described in the Context Addendum?

Yes this bridge retains integrity of its character-defining elements. The character-defining elements for the superstructures of concrete beam bridges are the slab, the longitudinal beams, and the parapet or railing when integral. For the substructure, the character-defining elements are the abutments, piers, and wing walls. A search of bridge inspection reports, State Roads Commission reports and as-built drawings on file at the State Highway Administration has not indicated that any major alterations to this structure have occurred.

Is the bridge a significant example of the work of the manufacturer, designer, and/or engineer, and why?

No, this structure is not a significant example of the work of the State Roads Commission. It is one of many concrete beam bridges built according to standard specifications.

Should this bridge be given further study before significance analysis is made, and why?

No, this structure should not be given further study.

BIBLIOGRAPHY

Spero, P.A. C. & Company and Louis Berger & Associates
1994 *Historic Bridges in Maryland: Historic Context Report.*
 Maryland State Highway Administration, Baltimore.

State Highway Administration
 Bridge Inspection Reports. On file 707 North Calvert Street, Baltimore.

 As-Built Drawings. On file 707 North Calvert Street, Baltimore.

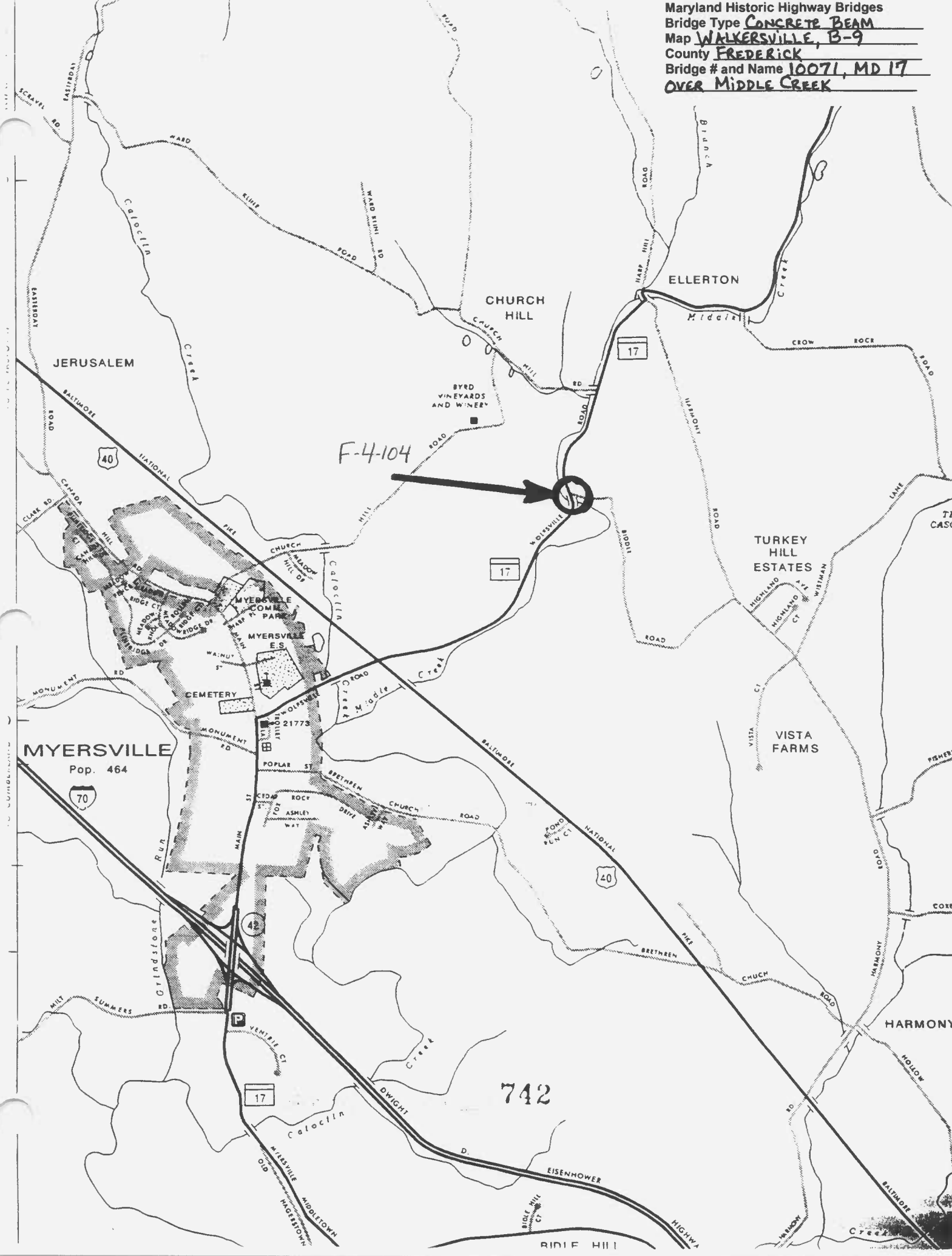
State Roads Commission of Maryland
1958 *A History of Road Building in Maryland.* Baltimore.

SURVEYOR INFORMATION

Name: Gabrielle M. Lanier/Stephen Linhart
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 Mechanicsburg, PA 17055

Date: 13 May 1996
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Maryland Historic Highway Bridges
Bridge Type CONCRETE BEAM
Map WALKERSVILLE, B-9
County FREDERICK
Bridge # and Name 10071, MD 17
OVER MIDDLE CREEK





Inventory # F-4-104

Name 10071-MD17 OVER MIDDLE CREEK

County/State FREDERICK COUNTY/MD

Name of Photographer FRANK JULIANO

Date 2/95

Location of Negative SHA

Description APPROACH SOUTH

Number ¹5 of 36 ⁴



Inventory # F-4-104

Name 10071-MD 17 OVER MIDDLE CREEK

County/State FREDERICK COUNTY MD

Name of Photographer FRANK JULIAND

Date 2/95

Location of Negative SHA

Description ELEVATION LOOKING EAST

2
Number ~~4~~ of ~~36~~ 4



Inventory # F-4-104

Name 10071-MD 17 OVER MIDDLE CREEK

County/State FREDERICK COUNTY/MD

Name of Photographer FRANK JULIANO

Date 2/95

Location of Negative SHA

Description ELEVATION LOOKING WEST

Number 3 of 36



Inventory # F-4-104

Name 10071-MD17 OVER MIDDLE CREEK

County/State FREDERICK COUNTY / MD

Name of Photographer FRANK JULIANO

Date 2/95

Location of Negative SHA

Description APPROACH NORTH

Number 42 of 364